

INTELEX 18

CLASSIFICATION

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SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY 25X1 REPORT

**INFORMATION REPORT**

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DATE DISTR. 10 March 1952

SUBJECT 1. Pila Railroad Station and Freight Yards  
2. Locomotive Factory at Chrzanow

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PLACE 25X1

ACQUIRED

NO. OF ENCLS. 2 (3 pages)  
(LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO REPORT NO.

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25X1 1. Pila (Schneidemühl-53°09'N 16°15'E) is the branch-off station for trains running on the following lines:\*

- a. Pila-Chojnice-Tczew-Gdansk (double tracked).
- Pila-Bydgoszcz (double tracked)
- Pila-Poznan (double tracked)
- Pila-Czarnkow (single tracked)
- Pila-Kostrzyn (double tracked)
- Pila-Kolobrzeg (double tracked)
- Pila-Szczecin (single tracked to Stargard, then double tracked)

2. Rail transports from Eastern Germany to U.S.S.R. (Kaliningrad) run on the Frankfurt-Kostrzyn-Pila-Bydgoszcz-Torun-Ilawa line. In 1950 there were some 7 to 8 trains daily (each 1,000 tons) on this run; in 1951 only 3 to 4 trains daily (each 1,000 tons) were to be seen.

3. Locomotives, of which there is a total of 30 permanently allocated to the Pila yards, are listed below:

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a. Type Ok1

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b. Type Ok 1

25X1

c. Type Ty 2

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d. Type Tr 203

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e. Type Ty 3

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4. The following is the key with amplifications for Attachment I, showing the layout of Pila station and marshalling yard:

1. Station building.
2. Administration building.
3. Post and telegraph building.
4. Service quarters (Dienstraum) for S.O.K. (Railway Protection Service) with sleeping facilities for 60 men.
5. Switch panels for servicing the coal storage areas and workshops.
6. Switch panels for the Chojnice-Kostrzyn line.
7. Switch panels for the Bydgoszcz and Poznan line. (The switch panels at 5, 6 and 7 control approximately 150 electrically operated points. The current is supplied by the municipal electric power station; the transformers are in the electro-technical workshops; (see g).
8. Auxiliary switch panels for all directions. Train Service Manager's control tower (Fahrdienstleiterstellwerk) with all telegraphic long distance connections.
9. 2 control posts (each with 1 man).
10. 1 connecting line to the Starch Factory.
11. 1 crossing barrier guard post.
12. 1 ramp (for military purposes).
13. 1 freight ramp.
14. 2 shunting switch panels.
15. 1 switch panel for traffic in the direction of Szczecin.
16. 2 switch panels for traffic in the direction of Kolobrzeg. (The switch panels at 14, 15 and 16 control mechanically operated points - remote control)
17. Freight dispatch.
18. 1 double incline: capacity, 2,000 cars.  
 Section I: dispatch and departure section for trains in all directions.  
 Section II: splitting-up section for shunting trains.  
 Section III: shunting sidings.
19. 13 shunting tracks in Sections I, II, III, approximately 600 meters long.
20. 7 splitting-up lines for transit trains, approximately 700 meters long, on the north side of the station.
21. 7 sidings for transit trains, approximately 700 meters long on the south side of the station.

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5. The following are locomotives, workshops, and equipment (key for Attachment I):

- a. Locomotive sheds for 30 engines of various types.
- b. Locomotive sheds (round) for 16 smaller type engines.
- c. Repair workshops Zakłady Naprawcze Kolejowe Nr. 14\*\*

Repairs undertaken up to grade I-4

No. of Workers: approximately 4,000 men \*\*

Shifts: day shift, approximately 2,800 men  
other shifts, approximately 600 men

Director: (fnu) Polak

Vice-director: (fnu) Bucholtz

Chief Engineer: (fnu) Bielawski

Output: approximately 15 to 20 engines are repaired per month.\*\*

- d. Workshop for running repairs and minor repairs which can be carried out in 24 hours.

Equipment: 3 lathes (2.5 m., 4.5 m. and 5 m.).  
3 drilling machines.  
1 milling machine.  
1 press, 1 press for bearings, etc.  
1 electric hammer (2 m.).  
1 mechanical saw for metal.  
1 planing machine.  
1 pit (3 tracks) (Achssenke, 3-gleisig) and electrical installation for changing axles.

Number of workers: 67 in 3 shifts of 8 hours.

- e. Foundry for bearings ( gas-oven, 3 ventilators, 1 round table).
- f. Car repair shops.

Equipment: 2 Becker type cranes  
1 drilling machine  
Forge and joiner's shop.

- g. Electro-technical workshop with transformers.

- h. Workshop with 1 lathe (2.5 m.)  
1 drilling machine  
1 grinding machine  
Forge.

- i. Turntable (electric and hand-operated).

- j. Turntable for heavy type locomotives (electric and hand-operated).

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- k. 4 bays for about 12 heavy engines.
  - l. Workshop for the construction of signals and points fitter's (sic) shop.
  - m. Water tower (3 containers; 170 cbm. water).
  - n. 1 pump installation; 3 aggregates with electric propulsion (sic) and 1 steam pump.\*\*\*
  - o. 1 air compressor with 2 containers.
  - p. 2 storage spaces for locomotive spare parts and for lubricating oil; oil stocks are approximately 60 tons.
  - q. 3 coal sheds with a stock of 15,000 tons.
  - r. Storage for signals construction and points fitter's shop.
  - s. Sleeping quarters for locomotive crews (30 beds).
  - t. Lavatory including 3 baths, 2 showers, 30 basins.
  - u. Administration of operational departments (workshops, engine sheds etc.).
  - v. Sand storage space.
6. The F. Dzierzynski locomotive factory at Chrzanow, which started production in November 1951 of a new type of locomotive, the Ol-49 for passenger trains, has to deliver these to Eastern Germany. The locomotives have been built according to Soviet blue-prints.

25X1 \* [ ] Comment: See Attachment II. The Pila yards have been reported (Date of information 21 April 1951) as having a 6,000 axle (50 full trains) capacity, containing five head ramps, two side-loading platforms (one 70 meters long and one 30 meters long), and one five-ton crane. 25X1

25X1 \*\* [ ] Comment: [ ]  
 25X1 [ ] the Pila second class workshops employed 2,500 workmen who repaired one locomotive and constructed eight freight cars daily.

25X1 \*\*\* [ ] Comment: [ ] has reference to three electric generators.

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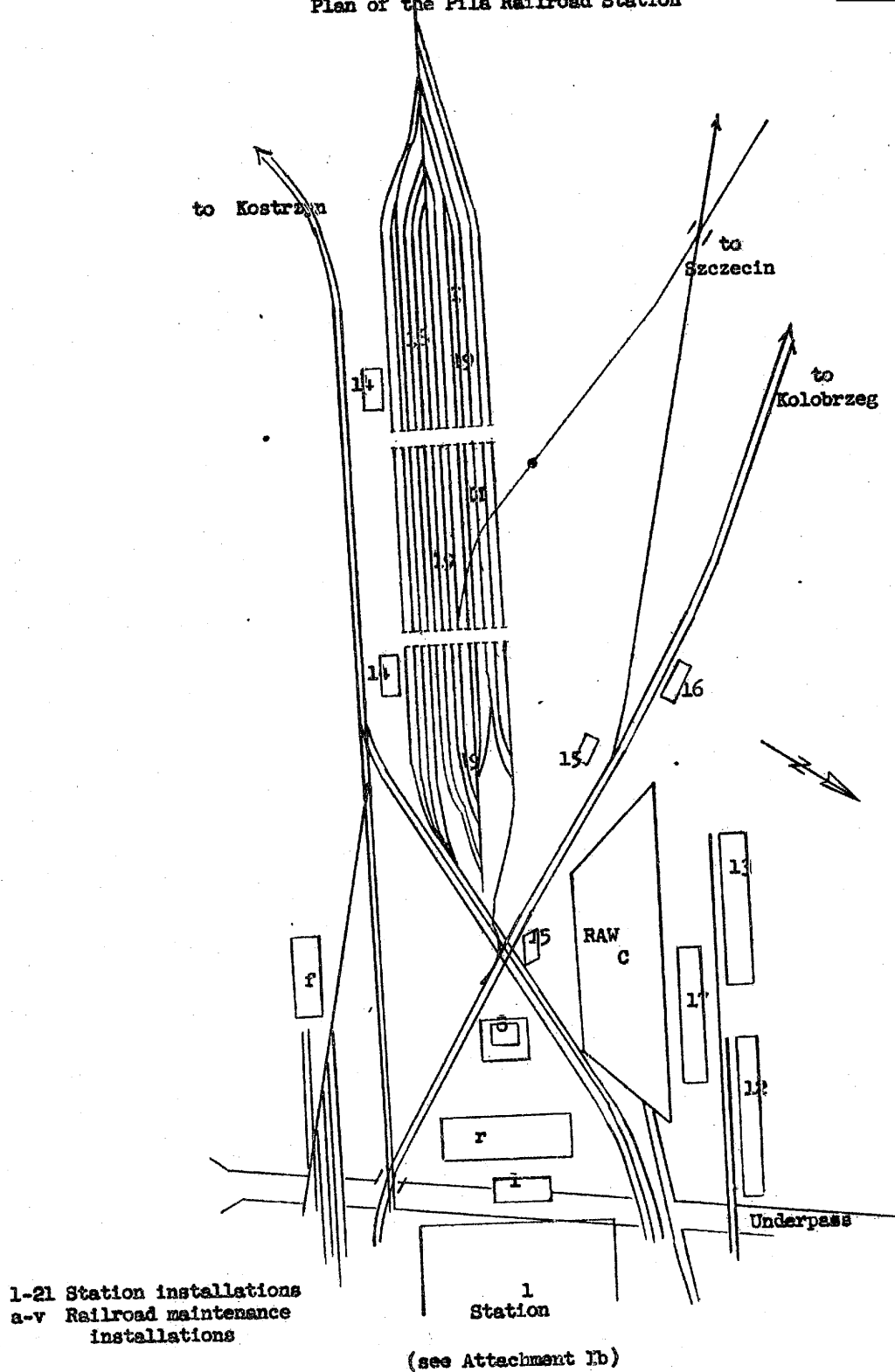
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CENTRAL INTELLIGENCE AGENCY

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ATTACHMENT Ia

Plan of the Pila Railroad Station



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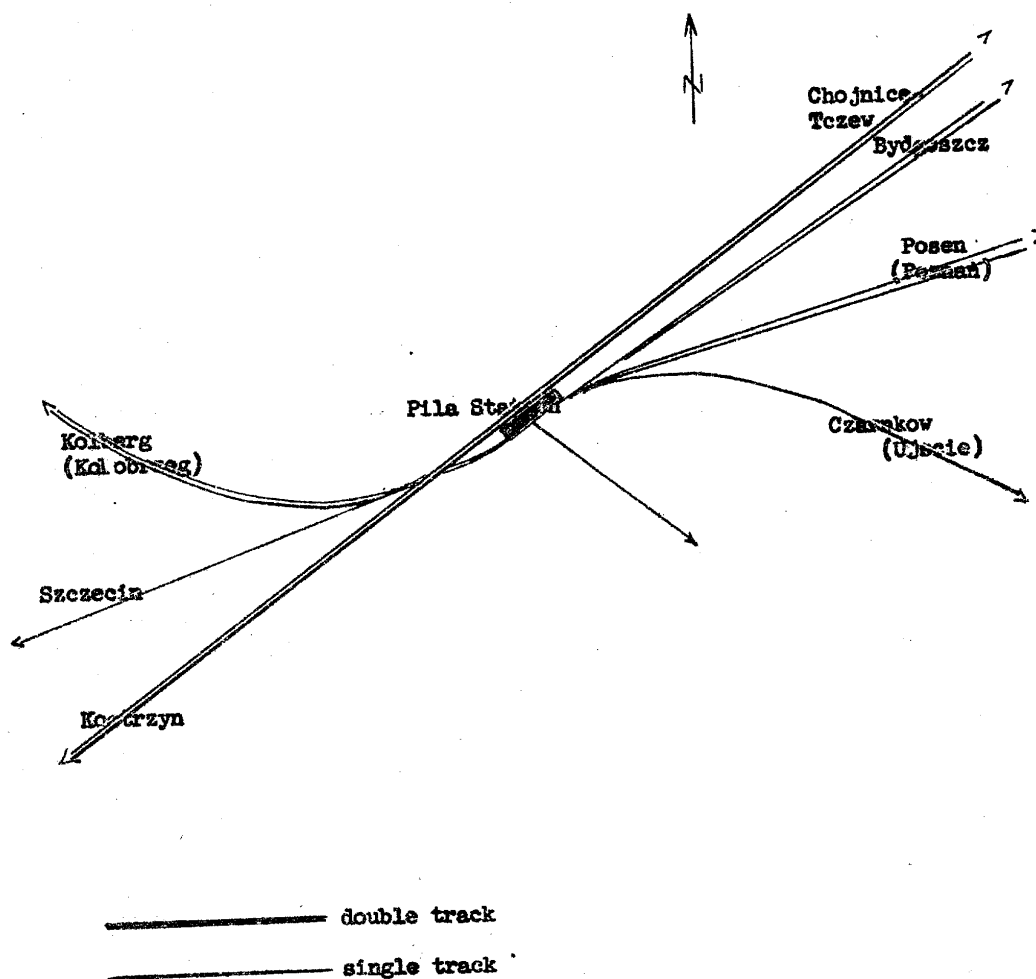
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CENTRAL INTELLIGENCE AGENCY

ATTACHMENT II

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